

SACS Status

*Security*

John F. Blake ~~John F. Blake~~  
Deputy Director for Administration  
Room 7D24, Headquarters

DDA 76-5874

5454

29 November 1976

STATINTL

Director of Security  
Room 4E-60  
Headquarters

Bob:

STATINTL

Re paragraph 2, if  
[redacted] admits to  
botching the job on the  
arm mechanism, why then does  
[redacted] expect the Agency to  
cough up 100K to fix it?  
When you return let's you,  
Hollis and anyone else you  
want, sit down and talk this  
out. Bring the Contracting  
Officer with you. I think  
the time is now to put  
pressure on [redacted]

STATINTL

Att: DDA 76-5874

Distribution:

Orig - D/OS w/cy att

- ~~1~~ - DDA Subject w/att
- 1 - DDA Chrono w/o att
- 1 - JFB Chrono w/o att

STATINTL

Att: Memo to D/OS fr [redacted] DD/PTOS/OS, dtd  
19 November 1976; Same Subject

DDA:JFBBlake:der (29 November 1976)

## ROUTING AND RECORD SHEET

SUBJECT: (Optional)

SACS Status

FROM:

Robert W. Gambino  
Director of Security

EXTENSION

6777

NO.

DDA 76-5874

DATE

24 November 1976

TO: (Officer designation, room number, and building)

ISO/DDA

11/26

DATE

RECEIVED

FORWARDED

29 NOV 1976

OFFICER'S INITIALS

W

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

Attached for your information is the current status of the SACS matter.

STATINTL

Robert W. Gambino

Att

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Unreal — except for

I particularly like comment that they did NOT use "airborne equipment quality control." For a Badge Machine

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Jach:

We better make sure Logistical & OGC are kept posted on these events every step of the way.

STATINTL

19 November 1976

MEMORANDUM FOR: Director of Security

STATINTL FROM : [REDACTED]  
Deputy Director of Security (PTOS)

SUBJECT : SACS Status

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1. On this date, the undersigned met with Messrs. [REDACTED] regarding current problems with the Security Access Control System (SACS) arm mechanisms and associated logic. Also attending the meeting were [REDACTED] of Technical Security Division. During the course of the discussions, we also toured the Southwest, South Cafeteria, Northwest, and Northeast Entrances and the GJ16 work area. At Northeast Entrance they observed the effect of the arm motor overheating to the point of stalling, and at the other entrances, they observed the inability of the mechanism to stop the arm in a consistent up or down position.

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2. At the outset of the discussions, [REDACTED] admitted that [REDACTED] had botched the design of the arm mechanism, and went on to state that an additional \$50 to \$100K effort would be required to design, test, deliver, and install corrected arm mechanisms. In addition, the timing of these tasks and a more precise cost estimate would not be known for at least another three weeks. The work would be performed at Government expense as an authorized overrun to the current production/installation contract. *Wow!*

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3. While not being precise in their explanation for the failure of the existing arm mechanisms, they did attribute as one cause their desire to hold down costs and avoid using airborne equipment quality control measures which would have added exorbitant additional costs. I emphasized to them our exasperation with the delays in the project to date and our concern that the presence in the entrances of non-functional hardware will cause embarrassment to the Office. [REDACTED] stressed to

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[REDACTED] his concern that the reliability and maintainability of the equipment over the long term is of great importance due to the limited number of maintenance personnel available to the program.

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4. At their request, we will send them an up-to-date list of all problems we are experiencing with the entrance hardware. We did point out that the Project Manager, Mr. [REDACTED] was provided a formal memorandum on 12 October which detailed problems we were then experiencing. I propose that we simply update that memorandum and forward the amendment to [REDACTED] through the Contracting Officer. As of this date, two spare arm mechanisms have been returned to [REDACTED] for their use in initial testing and experimentation, and two Access Control Devices are scheduled to arrive at [REDACTED] via the project aircraft on or about 23 November.

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5. We are now faced with two major considerations: a) additional funds in the area of \$100K will be required to complete the project; and b) the current project schedule, insofar as project completion is concerned, is no longer valid. An estimate of project completion will have to await the formal proposal for a contract change expected from [REDACTED] in three weeks.

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6. In a new development, the Southwest Entrance will require a routine modification of signal transmission equipment in order to communicate with the central processors in the Badge Office. Tests conducted in the last few days have revealed that the entrance may exceed the maximum signal wiring distance of 2,000 feet called for by [REDACTED]. Since \$5,000 in additional equipment and software changes were at stake, with no certainty that it was required, it was decided early in the project to attempt the connection without modification to determine if the equipment might work. Correction of this problem may take from four to six weeks depending on the availability of transmission equipment and the installation of that equipment in the entrance signal circuit.

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7. Through this date, we have exchanged 4700 badges with Agency employees. [REDACTED] South, Central, East, [REDACTED] Chamber of Commerce, [REDACTED] have been completed, with an average of 575 badges per day being exchanged. We now plan to concentrate on exchanging badges on the premises of the larger offices located within Headquarters Building during the next few weeks. Eventually, stragglers and the smaller offices will be requested to report to the Badge Office to exchange their badges.

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Meeting Subject: SACS Status  
Date : Tuesday, 21 Dec 1976  
Time : 1:30 P.M.  
Place : DDA's Office  
Attendees : Messrs. Gambino, [REDACTED]

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STATINTL [REDACTED] (and [REDACTED]  
Contracting Officer--  
STATINTL [REDACTED] did not have his  
name--was trying to  
obtain)

STATINTL [REDACTED]

*Registry*

21 DEC 1976

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